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Airfield Operations

SPACE, MISSILE, COMMAND AND CONTROL



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This instruction implements AFD 13-2, *Air Traffic Control (ATC), Airspace, Airfield, and Range Management*. It describes procedures to be used for airfield operations at WPAFB OH. It is a directive for all assigned, attached or transient units, and flight crews but not intended to replace sound judgment in the interest of safety.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

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Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

WPAFB has two airfields, Wright Field and Patterson Field. Wright Field is closed and this operating instruction applies only to Patterson Field. The 88th Air Base Wing, 88th Operations Support Squadron, is responsible to direct, supervise, and coordinate construction, repairs, and maintenance performed on Patterson Field.

1.1. Runways and Taxiways (See [Attachment 1](#)).

1.1.1. Patterson Field has two active parallel runways (RWY) oriented northeast/southwest.

1.1.1.1. The primary instrument runway, RWY 05L/23R, is 12,601 feet long and 300 feet wide, is grooved to Air Force standards with a 900 foot overrun on the northeast end and a 1,000 foot overrun on the southwest end. The first 2,600 feet of RWY 05L is concrete and is the only portion of the airfield where Vertical Takeoff and Landing (VTOL) aircraft operations are authorized.

1.1.1.2. RWY 05R/23L is 7,000 feet long and 150 feet wide with no overruns. RWY 05L/23R and 05R/23L are approved for all aircraft operations except VTOL restriction as indicated above. RWY 05R/23L may be closed during heavy rainfall due to potential hydroplaning.

1.1.2. Patterson Field has four Air Force standard taxiways (TWY), designated Alpha, Bravo, Charlie, and Delta and two non-standard TWYs, designated as Bravo1 and Bravo2. NOTE: A portion of TWY Delta between RWY 05R/23L and the east ramp is non-standard (50 feet wide with no shoulders).

1.1.2.1. TWY Alpha runs parallel to RWY 05L/23R for the full length of the runway's western edge; pilots are cautioned not to mistake TWY Alpha for a runway.

1.1.2.2. TWY Bravo crosses the approach end of RWY 23L; pilots and vehicle operators are cautioned as this crossing point can be deceiving.

1.1.2.3. TWY Charlie and Delta are both divided into 3 segments and both cross RWY 05L/23R AND 05R/23L.

1.1.2.4. TWY Delta, Bravo1, and Bravo2 are restricted to C-130 aircraft and smaller (see [1.1.2.4.1.](#)).

1.1.2.4.1. C-130 aircraft using TWY Delta, Bravo1, and Bravo2 shall shut down their outboard engines.

1.1.3. The field elevation is 825 feet MSL as measured at the approach end of RWY 23R.

1.1.4. The Instrument Landing System Critical Area affects TWY Alpha at the approach end of RWY 23R and TWY Bravo at the approach end of RWY 05L. Instrument hold lines and internally illuminated signs protect the critical area.

1.2. Runway Selection Procedures.

1.2.1. RWY 23L/R is designated the calm wind runway and is used unless an operational advantage makes it necessary to use RWY 05L/R.

1.2.2. The Control Tower Watch Supervisor specifies the runway in use after coordination with Dayton TRACON.

1.2.3. The Control Tower shall notify the following agencies of runway changes:

1.2.3.1. Dayton Approach Control.

1.2.3.2. Airfield Management Operations (AM OPS).

1.2.3.3. Base Weather Station.

1.2.3.4. 88th Communications Squadron Maintenance Control.

1.3. Controlled Movement Area (CMA) (See [Attachment 2](#)).

1.3.1. The CMA is defined as runways, overruns/underruns and any area within 100 feet of it to include localizer critical areas. All vehicles or personnel operating within the CMA shall be under Tower control and maintain positive radio contact with the Control Tower at all times.

1.3.1.1. The Control Tower is responsible for and controls all aircraft, vehicles, and personnel in the aircraft movement area.

1.3.1.2. All aircraft, vehicles and personnel must contact, receive authorization from, and maintain two way radio contact with the Control Tower (Patterson Ground) prior to entry into the CMA.

1.3.2. Personnel operating vehicles, and equipment, may be authorized to operate up to the edge of, but not on, an active runway surface when necessary, providing the Chief, Airfield Management (CAM) has approved the operation, and permission is received from the Control Tower to operate in the CMA.

1.3.3. Complete flightline driving instructions are available in WPAFBI 13-202, Flightline Driving.

1.4. Airfield Lighting Systems.

1.4.1. RWY 05L/23R:

1.4.1.1. High Intensity Runway Lights (HIRL).

1.4.1.2. Distance Remaining Markers (DRM).

1.4.1.3. ALSF-1 Approach Lights with Sequenced Flashing Lights.

1.4.1.4. Precision Approach Path Indicator (PAPI).

1.4.1.4.1. Coincidental to Instrument Landing System (ILS) for both RWY 05L and RWY 23R.

1.4.1.4.2. RWY 23R PAPIs are located on the left (nonstandard) side of the runway.

1.4.2. RWY 05R/23L:

1.4.2.1. Medium Intensity Runway Lights (MIRL).

1.4.2.2. These lights are preset to the highest step for MIRLs and are not adjustable.

1.5. Permanently Closed/Unusable Portions of the Airfield.

1.5.1. Wright Field is closed.

1.5.2. HQ AFMC may allow an occasional flight into Wright Field for USAF Museum aircraft delivery (IAW AFI 10-1001).

1.6. Aircraft Arresting Systems (AAS) (see [Attachment 1](#)).

1.6.1. WPAFB has two BAK-12 (B)/14 AAS installed, located 1,676 feet from the approach end RWY 05L and 1,740 feet from the approach end RWY 23R. Both AAS cables are bi-directional and are capable of being raised and lowered by the Control Tower.

1.6.2. The AAS cables are maintained in the down position unless raised by pilot request or as required. AAS cable locations are indicated by 40-inch diameter yellow disks on each side of the runway which are internally illuminated for nighttime use. AAS are also depicted by appropriate airfield markings.

1.6.3. Control Tower activates the Primary Crash Alarm System (PCAS) for all AAS engagements with the exception of planned engagements for system tests.

1.6.4. 88th Civil Engineer Group, Patterson Field Electric Shop (88 ABW/CEMPE) is responsible for daily AAS operating inspections, maintenance, and repair.

1.6.5. Airfield Management Operations (AM OPS):

1.6.5.1. Is the OPR for AAS and posts AAS status in AM OPS.

1.6.5.2. Performs AAS inspections when the Control Tower reports a suspected malfunction.

1.6.5.3. Initiates Notice to Airmen (NOTAM) actions as required and relays any status change to all appropriate agencies.

1.6.5.4. Activates the Secondary Crash Net (SCN) for AAS engagements except planned test engagements.

1.6.6. After an engagement, the average delay before AAS can be used again is 20-25 minutes. The On-Scene Commander (OSC), usually the CAM, advises the Control Tower if this time will be exceeded and when the runway will be available for normal operations.

1.7. Parking Plan/Restrictions.

1.7.1. The following guidelines apply to parking aircraft loaded with hazardous materials (HAZMAT)/armament.

1.7.2. Aircraft parking areas, in order of preference are:

1.7.2.1. Hazardous Cargo Pads 1 to 4: All Hazard Class & Division (HC&D).

1.7.2.2. Hotel Row Spots 2 to 4: HC&D 1.3 and/or 1.4.

1.7.2.3. Taxiway Alpha, emergency only, All HC&D.

1.7.3. Park aircraft with exempt explosive devices at designated aircraft parking spots or hanger these aircraft in accordance with AFMAN 91-201 and TO 11A-1-33.

Table 1.1. Authorized Parking Areas for Aircraft Carrying Explosives.

Location	Explosive Hazard Class and Division	Quantity in Pounds
HAZMAT Pads 1-4***	(12) 1.1	Daily Tier: 30,000 NEW#
“	1.2.1>450 Max Creditable Event	Daily Tier: 30,000 NEW
“	1.2.2	Daily Tier: 30,000 NEW
“	(12) 1.2.3</=450 Max Creditable Event	Daily Tier: 30,000 NEW
“	1.3	Daily Tier: 100,000 NEW
“	1.4	PC*
Hotel Row (Spots 2-5)	1.3	7,500 NEW
“	1.4	7,500 NEW
Twy A (Spots 1-13)**	(12) 1.1	30,000 NEW
”	1.2.1>450 Max Creditable Event	30,000 NEW
“	1.2.2	30,000 NEW
“	(12) 1.2.3</=450 Max Creditable Event	30,000 NEW
“	1.3	100,000 NEW
“	1.4	PC*

NOTES:

#NEW = Net Explosive Weight (in lbs).

*PC = Physical Capacity - Spot can be filled to physical capacity before NEW would be exceeded.

** Twy A = Pending DDESB approval of site plan - Static grounds required to be installed by CE prior to use.

***HAZMAT Pads 1-4 = Implement Aerial Port of Embarkation Tier if stated quantities exceeded.

1.7.4. Any aircraft parked on HAZMAT Pad 2 C-141 or larger violates the 50:1 imaginary surface approach/departure corridor for RWY 23L/05R.

1.7.5. Hotel/India Parking Rows are marked for C-141 aircraft. Larger aircraft will require special provisions handled through AM OPS and Transient Alert.

1.8. Air Traffic Control Facilities-Operating Hours, Frequencies, Designated Airspace.

1.8.1. Patterson Tower is operational 24 hours daily unless otherwise specified by NOTAM or in the IFR Supplement. AM OPS monitors all Control Tower frequencies and provides Airport Flight Information Service (AFIS) when the Control Tower is closed.

1.8.2. Wright-Patterson AFB Frequencies are published in DoD FLIP.

1.8.3. WPAFB is designated as Class D airspace.

1.9. Local Frequencies.

1.9.1. Dayton Approach Control frequencies are published in DoD FLIP.

1.9.2. 289.4 MHz is assigned to the 88 ABW for special events/contingencies and available from AM Ops on request.

1.10. Navigational Aids:**1.10.1. VORTAC:**

1.10.1.1. Class: Terminal.

1.10.1.2. Identification: FFO.

1.10.1.3. Frequency: 115.2 MHz, Channel 99.

1.10.1.4. Location: On Patterson Field.

1.10.1.5. Restrictions: TACAN unusable between the 265 and 360 degree radials below 6,000 feet MSL. No VOR restrictions within 25 NM radius.

1.10.2. ILS RWY 23:

1.10.2.1. Identification: I-FFO.

1.10.2.2. Frequency: 109.7 MHz.

1.10.3. ILS RWY 05L:

1.10.3.1. Identification: I-FAE.

1.10.3.2. Frequency: 109.7 MHz.

1.10.4. All NAVAIDS are equipped with reliable auto-start auxiliary generators. Electrical power need not be transferred manually to auxiliary generators as the auto-start feature has proved to be reliable.

1.11. Transient Alert-Services/Facilities Available to Support Transient Aircraft.

1.11.1. Transient Alert is operational from 0500 to 2400L. Services are available during non-operational hours with 24 hour prior notification to AM OPS.

1.11.2. Fleet Service is available with 2 hours prior notice to AM OPS. Payment is required by AVCARD.

1.12. Automated Terminal Information Service (ATIS) Procedures.

1.12.1. Frequencies: 124.475 and 269.9.

1.12.2. ATIS is operational 0600-2200L (Local Time) daily unless otherwise required for mission requirements.

1.12.3. Pilots shall use ATIS to the maximum extent possible.

1.13. Aircraft Special Operations Areas/Ramps.

1.13.1. Arm/De-Arm Areas (See [Attachment 3](#)).

1.13.1.1. Departing aircraft shall arm their weapons only in designated arming areas at each end of TWY Bravo.

1.13.1.2. Armed aircraft shall be parked headed in a southwesterly direction.

1.13.2. Hot/Jammed Weapons Areas (See [Attachment 3](#)).

1.13.2.1. Aircraft landing with hot/jammed weapons or unsafe ordnance shall inform the Control Tower of their weapon's status.

1.13.2.2. Hot/jammed weapon aircraft shall be parked on a HAZMAT Pad (Pad 4 preferred) with the aircraft headed in a southwesterly direction, and in such a manner so as not to endanger operations on adjoining pads, until qualified personnel de-arm/safe the weapon(s).

1.13.2.3. Avoid taxiing into an area or position that could threaten personnel or equipment.

1.13.3. Engine Run-up Areas:

1.13.3.1. Run-up areas are the taxiways adjacent to the runways and are used to check aircraft engines and associated equipment before departure.

1.13.3.2. Aircraft parked in front of or near the Aero Club hangar (Bldg 153) shall use TWY Bravo between the runways for run-up regardless of runway in use. After completing the pre-departure check, the pilot shall request further taxi instructions from the Control Tower. Do not cross or enter either runway without specific instructions to do so.

1.13.4. Aircraft Drag Chute Procedures:

1.13.4.1. Drag chutes are jettisoned into the grass area after exiting RWY 05L/23R at TWY Alpha or Bravo and before taxiing across RWY 05R/23L.

1.13.4.2. The pilot notifies the Control Tower if a chute falls on a runway or taxiway.

1.13.4.3. Transient Alert retrieves transient aircraft chutes.

1.14. Aircraft Towing Procedures.

1.14.1. Before towing aircraft onto any runway, taxiway, or into/within Parking Zones H or I, Control Tower coordination is required. The following procedures apply:

1.14.1.1. Transient Alert and all locally assigned flying units get aircraft towing approval from AM OPS, who coordinates with the Control Tower.

1.14.1.2. Tow crew contacts the Control Tower by aircraft or land mobile radio (LMR) before moving the aircraft.

1.14.1.3. Aircraft being towed gives way to all taxiing aircraft unless otherwise authorized by the Control Tower.

1.15. Aircraft Taxiing Requirements/Routes.

1.15.1. Before engine start (except Det 3, CAP-USAF and Aero Club) or taxiing any aircraft onto a taxiway or runway, the pilot contacts the Control Tower Ground Control (GC), giving aircraft location and monitors GC frequency while taxiing. When departing the ramp, the pilot shall follow directions provided by marshallers. Engine RPM above idle is used only when necessary.

1.15.2. Locally based aircraft may be taxied within 25 feet of an obstruction without marshallers when operating on fixed, marked taxi routes and obstructions are either permanent objects or other aircraft parked on established parking spots with pavement markings set up for that aircraft model. Fire extinguisher bottles or aircraft ground equipment must be more than 10 feet from aircraft wingtips.

1.16. Airfield Maintenance.

1.16.1. All airfield maintenance shall be handled on a real-time basis through coordination between the Control Tower and AM OPS. Specific requirements for maintenance crews to follow for flightline access are outlined in WPAFBI 13-202 Flightline Driving.

1.16.2. Personnel operating vehicles, and equipment, may be authorized to operate up to the edge of, but not on, an active runway surface when necessary, providing the CAM has approved the operation, and permission is received from the Control Tower.

1.17. Runway Surface Condition and/or Runway Condition Reading Values.

1.17.1. CAM or a designated representative relays to the Control Tower and AM OPS the current Runway Surface Condition (RSC), Runway Condition Reading (RCR), blocked/closed taxiway/runways (if any) and location of windrows.

1.18. Procedures/Requirements for Conducting Runway Inspections/Checks.

1.18.1. AM OPS is required to perform runway inspections/checks in accordance with (IAW) AFI 13-213 Airfield Management.

1.18.2. Runway inspections/checks have precedence over multiple practice approach aircraft.

1.19. Engine Test/Run-up.

1.19.1. Local flying units must coordinate engine runs with AM OPS through their aircraft maintenance office.

1.19.2. Transient personnel contact AM OPS before running any aircraft engine. (**Note:** National Airborne Operations Center (NAOC) E-4 aircraft are exempt from this paragraph.)

1.19.3. AM OPS informs the Control Tower of all approved engine run requests.

1.19.4. All aircraft must contact the Control Tower for final engine run clearance before engine start.

1.19.5. Continuous radio contact must be maintained between the aircraft and the Control Tower during all engine runs.

1.19.6. Turbojet engine run operations involving afterburners must be accomplished with a blast fence behind the aircraft.

1.19.7. All West Ramp aircraft parking spots and the East Ramp engine power check pads are designated for high power maintenance engine runs.

1.19.8. Personnel requesting engine runs on the West Ramp "Alpha" row parking spots shall characterize the engine runs as either high or low power when initiating the request to AM OPS, and again when contacting the Control Tower for final engine run clearance.

1.19.8.1. C-141 high power engine runs are defined as 1.5 engine pressure ratio (EPR) (approximately 70%) and above, while low power is below 1.5 EPR.

1.19.8.2. The Control Tower shall approve or delay high power engine runs based on traffic pattern activity and engine run priority.

1.19.8.3. The Control Tower shall suspend operations on TWY Alpha once engine runs on "Alpha" row parking spots are approved.

1.19.8.4. Transient aircraft (except for afterburner runs) too large to fit on the power check pad, and 47 ALF aircraft may be run on a taxiway segment if pre-coordinated with AM OPS, radio communication is established with the Control Tower before moving the aircraft and it is taxied to/from the run area.

1.19.8.5. Normal traffic to RWY 23R shall have priority over engine maintenance runs.

1.19.9. In non-designated engine run areas, power settings shall not exceed idle RPM plus 15 percent for turbojet aircraft or 1,500 propeller RPM for turboprop or reciprocating engine aircraft.

1.19.10. Engine runs are held to a minimum and accomplished between 0600-2200L, Monday through Saturday, and between 1200-2200L, Sundays and holidays. Engine runs outside of these times are prohibited unless failure to make the engine run would interfere with or delay a scheduled aircraft launch.

1.19.11. The 88 ABW Commander has final approval authority for all engine runs exceeding the criteria in **paragraph 1.19.10.** The appropriate local flying unit commander must approve these engine runs before coordinating with AM OPS.

1.19.12. Personnel making an aircraft maintenance engine run must monitor the appropriate Control Tower frequency and advise the Ground Controller when the engine run is complete.

1.20. Noise Abatement Procedures.

1.20.1. To decrease aircraft noise in the surrounding communities, the following restrictions apply to all training flights:

1.20.1.1. 0100-0600L: Only initial departures/full-stop landings are permitted.

1.20.1.2. 0600-0700L and 2300-0100L: All training flights between these hours are held to the absolute minimum necessary for mission accomplishment.

1.20.2. Maintenance engine runs shall be accomplished IAW this instruction, **paragraph 1.19.10.**

1.21. Protecting Precision Approach Critical Areas (See [Attachment 4](#)).

1.21.1. There are two Glide Slope (GS) critical areas on TWY ALPHA (north end) and TWY BRAVO (south end) marked with instrument hold lines and internally lighted signs.

1.21.2. Unless specific approval is obtained from the Control Tower, aircraft and vehicles shall hold short of the instrument hold lines/signs, whenever any of the following conditions exist:

1.21.2.1. Advised to "HOLD SHORT OF ILS CRITICAL AREA" by the Control Tower, or

1.21.2.2. The instrument hold signs are illuminated, or

1.21.2.3. The reported ceiling is below 800 feet and/or the reported visibility is less than 2 miles.

1.21.2.3.1. If in doubt, the vehicle operator shall contact the Control Tower for permission to enter the critical areas.

1.22. Restricted/Classified Areas on the Airfield.

1.22.1. There are several Restricted Areas on the Patterson Airfield, delineated by a red painted line on the surface of the pavement. Procedures for entering Restricted Areas are listed in WPAFBI 13-202, *Flightline Driving*.

1.23. Procedures for Suspending Runway Operations.

1.23.1. CAM/Watch Supervisor or designated representative shall suspend runway operations when any unsafe condition affects runway operations IAW AFI 13-213, **Airfield Management**.

1.23.2. Runway operations are automatically suspended immediately following the arrival of an emergency aircraft.

1.23.2.1. CAM or designated representative shall perform a runway check prior to resuming normal runway operations.

1.23.2.2. CAM or designated representative may waive the runway check for operational necessity with no compromise of safety.

1.24. Procedures for Opening and Closing the Runway.

1.24.1. CAM or designated representative shall close the runway when any unsafe condition affects runway operations IAW AFI 13-213 Airfield Management.

1.24.2. CAM or designated representative shall perform a runway check prior to opening the runway and resuming normal runway operations.

Chapter 2

FLYING AREAS

2.1. Local Flying Area/Designation of Airspace (See [Attachment 5](#)).

- 2.1.1. WPAFB is designated as Class D airspace.
- 2.1.2. WPAFB is bordered to the northwest by Dayton's Class C airspace.
- 2.1.3. WPAFB is bordered to the east by Springfield's Class D airspace.

2.2. VFR Local Training Areas.

- 2.2.1. Aero Club Practice Areas. These areas are located southeast of WPAFB and are known as Aero Club Practice Areas No. 5 (east of Cedarville, Ohio) and No. 6 (south of Xenia, Ohio).
- 2.2.2. Buckeye Military Operations Area (MOA)/Air Traffic Control Assigned Airspace (ATCAA). Procedures for scheduling and hours of operation are listed in AP-1b.

Chapter 3

VFR PROCEDURES

3.1. VFR Weather Minimums.

3.1.1. The reported ceiling should be at least 500 feet above the requested pattern altitude and the visibility at least 3 miles in order to operate in the VFR patterns.

3.1.2. The Control Tower may close any or all of the VFR patterns at the discretion of the Watch Supervisor/Senior Controller (WS/SC) if controllers are not able to keep aircraft in sight, regardless of reported weather.

3.1.3. The Control Tower may authorize a “pattern check” at the discretion of the WS/SC for the purpose of determining the pattern availability, regardless of the reported weather.

3.2. VFR Traffic Patterns (See [Attachment 6](#)).

3.2.1. VFR patterns are *normally* flown right traffic to right runways and left traffic to left runways at the following altitudes:

3.2.1.1. Rectangular:

3.2.1.1.1. Tactical/trainer aircraft: 2,800 feet MSL.

3.2.1.1.2. Other Turbojet/turboprop aircraft: 2,300 feet MSL.

3.2.1.1.3. Light reciprocating engine aircraft (12,500 pounds gross weight or less): 1,800 feet MSL.

3.2.1.2. Overhead: 2,800 feet MSL.

3.3. Special Procedures.

3.3.1. F-16s assigned to the 178 FW and using the call sign, “KARMA” shall takeoff on runway 05L and land on runway 23R to the maximum extent possible.

3.3.2. Helicopter Operations. The Control Tower may approve helicopter operations to/from any taxiway if the operation will not endanger other aircraft, vehicles, or personnel.

3.4. AFMC Standardized Reduced Same Runway Separation (RSRS).

3.4.1. RSRS may be applied between based tenant aircraft (including 178 FTG) assigned to Wright-Patterson AFB when air traffic controllers are able to see the aircraft involved and determine distances by references to suitable landmarks and are subject to the following conditions:

3.4.1.1. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized.

3.4.1.2. Aircraft shall not over-fly aircraft on the runway. Responsibility for separation rests with the pilot. Controllers must provide appropriate traffic advisories to landing aircraft.

3.4.1.3. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. When operating IFR or under ATC instructions, controllers must ensure standard wake turbulence exists.

3.4.2. Reduced separation shall not be applied:

3.4.2.1. To any situations involving emergency aircraft.

3.4.2.2. To any situation involving an aircraft cleared for the option, a low approach behind a touch and go, or touch and go behind a full stop.

3.4.2.3. When the RCR is less than 12 or braking action reported less than Fair.

3.4.3. Same aircraft means same airframe, i.e., C-21 behind C-21, F-16 behind F-16.

3.4.4. All other fighter and trainer-type aircraft operations means not the same airframe, i.e., F-15 behind F-16, F-16 behind A-10, T-38 behind T-37, etc.

Table 3.1. Reduced Same Runway Separation.

Same Fighter/Trainer/ Non-Heavy Tactical Airlift (C-21) Aircraft Operations	Day (Feet)	Night (Feet)
Full Stop Behind:		
Full Stop	3,000 6,000 (Same Type Holding Hands)	6,000 (Includes Same Type Holding Hands)
Low Approach	3,000 6,000 (Same Type Holding Hands)	6,000 (Includes Same Type Holding Hands)
Touch and Go	3,000 6,000 (Same Type Holding Hands)	6,000 (Includes Same Type Holding Hands)
Option/Stop and Go	Not Authorized	Not Authorized
Low Approach Behind:		
Full Stop	3,000 6,000 (Same Type Holding Hands)	6,000 (Includes Same Type Holding Hands)
Low Approach	3,000 6,000 (Same Type Holding Hands)	6,000 (Includes Same Type Holding Hands)
Touch and Go	Not Authorized	Not Authorized
Option/Stop and Go	Not Authorized	Not Authorized
Touch and Go Behind:		
Full Stop	Not Authorized	Not Authorized
Low Approach	3,000 6,000 (Same Type Holding Hands)	6,000 (Includes Same Type Holding Hands)

Same Fighter/Trainer/ Non-Heavy Tactical Airlift (C-21) Aircraft Operations	Day (Feet)	Night (Feet)
Touch and Go	3,000 6,000 (Same Type Holding Hands)	6,000 (Includes Same Type Holding Hands)
Option/Stop and Go	Not Authorized	Not Authorized

3.5. Intersection Departures (See [Attachment 1](#)).

3.5.1. [Chapter 4](#) Procedures outlined in FAAO 7110.65 are followed.

3.5.2. Pilots are responsible for determining sufficient runway length is available to permit a safe departure, and may use the entire runway or a different intersection if they advise the Control Tower of their intentions and receive an appropriate ATC clearance.

3.5.3. [Table 3.2.](#) and [Attachment 1](#) show the runway remaining (in feet) for takeoff from the various intersections.

Table 3.2. Runway Remaining for Intersection Takeoff.

RWY23L	RWY23R	RWY05L	RWY05R
TWY C 3,400 ft	TWY B (north end) 11,600 ft	TWY D 8,400 ft	TWY D 6,700 ft
TWY D Not authorized	TWY C 7,100 ft	TWY C 5,400 ft	TWY C 3,600 ft
	TWY D 4,100 ft	TWY B (north end) Not Authorized	

Chapter 4

IFR PROCEDURES

4.1. Radar Traffic Patterns.

- 4.1.1. Dayton Approach Control controls the radar traffic pattern.
- 4.1.2. The pattern is normally flown southeast of WPAFB at 4,000 feet MSL.
- 4.1.3. Standard climb out for practice approaches in the radar pattern is “TURN LEFT/RIGHT (as appropriate) HEADING 140, MAINTAIN 4,000” or as directed by Dayton Approach or Patterson Tower, regardless of runway in use.

4.2. Availability/Restrictions for Surveillance (ASR) Approaches.

- 4.2.1. Dayton Approach Control provides ASR approaches to RWY 05L/23R on pilot request (with as much advance notice as possible, but not less than 30 minutes).
- 4.2.2. ASR landing minima are published in DoD FLIP Terminal booklets.

4.3. Local Departure Procedures.

- 4.3.1. WPAFB has nonstandard IFR take-off minimums and textual departure procedures (DP) published in the DoD FLIP.
- 4.3.2. Standard climb out for initial IFR departures is “FLY RUNWAY HEADING, MAINTAIN 3,000.”
- 4.3.3. Tower shall amend climb out for departing aircraft to “Maintain at or below 2,300 until departure end” when the overhead pattern is in use.

4.4. Radar Vector to Initial Procedures.

- 4.4.1. Dayton Approach Control provides vectors to initial upon pilot request.

Chapter 5

EMERGENCY PROCEDURES.

5.1. Operation of the Primary and Secondary Crash Net.

5.1.1. Primary Crash Net:

5.1.1.1. The following agencies are on the Primary Crash Net:

5.1.1.1.1. AM OPS.

5.1.1.1.2. WPAFB Medical Center Emergency Room.

5.1.1.1.3. Flight Surgeon.

5.1.1.1.4. Fire Stations 1, 2, and 5.

5.1.1.2. Control Tower.

5.1.1.2.1. Activates the Primary Crash Net when:

5.1.1.2.1.1. Notified by the pilot, the agency responsible for the aircraft, or another ATC agency that an aircraft is experiencing an emergency.

5.1.1.2.1.2. Abnormal activity is seen on the aerodrome; i.e., unusual smoke coming from an aircraft or a portion of the aerodrome.

5.1.1.2.1.3. AAS engagement is expected or has occurred.

5.1.1.2.1.4. A no-radio (NORDO) aircraft is arriving unless the aircraft has signaled that a faulty radio is the only problem.

5.1.1.2.1.5. Inbound aircraft shall jettison external stores.

5.1.1.2.1.6. Fuel leaks or hydrazine incidents occur.

5.1.1.2.1.7. Unauthorized aircraft landings/movements occur.

5.1.1.2.1.8. As necessary to update previously passed information.

5.1.1.2.2. Relays the minimum required information for in-flight emergencies via the Primary Crash Net:

5.1.1.2.2.1. Aircraft call sign and type.

5.1.1.2.2.2. Nature of emergency.

5.1.1.2.2.3. Pilot intentions.

5.1.1.2.3. After initiating action, obtains the following items or any other pertinent information from the pilot or aircraft operator, as necessary:

5.1.1.2.3.1. Number of persons on board.

5.1.1.2.3.2. Fuel remaining in pounds if landing or in hours/minutes if holding.

5.1.1.2.3.3. Landing runway or aircraft location on the aerodrome.

5.1.1.2.3.4. Ordnance or hazardous cargo aboard the aircraft.

5.1.1.2.3.5. Any additional details pertinent to crash/rescue operations.

5.1.1.2.4. In the event of Primary Crash Net outage, relays the required/known emergency information to AM OPS for dissemination via the Secondary Crash Net. When the Primary Crash Net suffers a partial outage, requests AM OPS to alert effected agencies using the Secondary Crash Net.

5.1.1.2.5. Control Tower checks the Primary Crash Net daily (0830-0845L).

5.1.2. Secondary Crash Net.

5.1.2.1. AM OPS activates the Secondary Crash Net when information is received from the Control Tower Primary Crash Net or other reliable source about aircraft emergencies, incidents, or accidents.

5.1.2.2. AM OPS coordinates rescue protection notification and relays all appropriate agencies of arriving AIREVAC flights after notification by the Control Tower.

5.1.2.3. AM OPS activates the Secondary Crash Net upon the Control Tower's request when the Primary Crash Net is out of service.

5.2. Emergency Response Procedures - In-Flight/Ground Emergency Procedures (On/Off Base). Designation and Responsibilities of the On-Scene Commander.

5.2.1. Emergency response vehicle procedures shall park as directed by the Fire Chief or CAM (IAW WPAFBI 13-202 Flightline Driving).

5.2.2. Emergency vehicles, Fire/Crash Recovery, Medical, AM OPS, Safety, and Security Forces responding to an aircraft emergency have priority over normal vehicular traffic.

5.2.3. Emergency vehicles shall not cross any runway without clearance from the Control Tower.

5.2.4. To facilitate the fastest possible response time of emergency response vehicles, the Control Tower shall anticipate emergency response vehicle movement on the airfield after activation of the Primary or Secondary Crash Nets. Upon arrival of the In-Flight Emergency (IFE) aircraft, Ground Control shall announce over the radio, using the CFR-1 Talk Group, unsolicited emergency response vehicle authorizations to enter the CMA. EXAMPLES:

5.2.4.1. ALL EMERGENCY RESPONSE VEHICLES AT THE APPROACH END (Active RWY) ENTRY APPROVED.

5.2.4.2. ALL EMERGENCY RESPONSE VEHICLES AT TXY CHARLIE, PROCEED ON (Active RWY) AT TXY CHARLIE.

5.2.4.2.1. NOTE: These actions DO NOT relieve emergency response vehicle operators from obtaining Control Tower approval to enter the active runway if the Control Tower fails to automatically provide clearance.

5.3. External Stores Jettison Area Procedures (See [Attachment 7](#)).

5.3.1. When notified of an impending jettison/release, the Control Tower activates the Primary Crash Net. AM OPS ensures the drop area is free of personnel and equipment.

5.3.1.1. External Stores Jettison Area:

5.3.1.1.1. The grass area between RWY 05L/23R and TWY Alpha, southwest of TWY Delta (see [Attachment 7](#)). This area is used when external stores can be jettisoned while the pilot keeps visual contact with the ground.

5.3.1.1.2. If the drop is at night, the Control Tower defines TWY Delta for the pilot by turning out all taxiway lights west of RWY 23R except TWY Alpha and Delta.

5.3.1.2. External Stores Jettison Procedures:

5.3.1.2.1. The pilot:

5.3.1.2.1.1. Flies a visual or instrument approach to RWY 23R, descending not lower than IFR approach minimums or safe stores separation altitude, whichever is higher, until the runway is visually acquired and then positions the aircraft between the runway and TWY Alpha.

5.3.1.2.1.2. Keeps a safe separation altitude above the ground for the type stores involved while maintaining visual contact with the airfield.

5.3.1.2.1.3. Maintains aircraft release speed as specified in the current aircraft-operating manual.

5.3.1.2.1.4. Ensures all stores jettisoned/released are dropped "SAFE."

5.3.1.2.1.5. Jettison/releases the stores when upon passing TWY Delta (the drop point).

5.3.1.2.1.6. If the drop cannot be made, starts a right turn upon reaching the departure end of RWY 23R to enter closed traffic, avoiding populated areas and positions aircraft for a straight-in approach.

5.4. Fuel Dumping.

5.4.1. Dayton Approach Control shall handle fuel dumping IAW FAAO 7110.65. Facilities concerned shall broadcast an advisory on appropriate radio frequencies at 3-minute intervals until the dumping stops.

5.5. Emergency Arresting/Barrier Gear Procedures.

5.5.1. When practicable, pilots who have engaged an AAS cable make contact with the OPS 1 vehicle on 88 ABW discrete frequency 289.4 to coordinate extracting the cable from the aircraft's hook. The pilot returns to the appropriate Control Tower frequency and obtains Control Tower approval prior to taxiing to parking.

5.6. Hot Brake Area and Procedures.

5.6.1. The primary hot brake areas are the north and south ends of TWY Alpha, TWY Bravo between the runways, or the south end of TWY Bravo.

5.6.2. Aircraft with hot brakes should be kept clear of other aircraft, equipment, and personnel.

5.7. Abandonment of Aircraft (Controlled Bail-Out, Ejection, Plotting Aircraft Coordinates).

5.7.1. Primary NAVAID - FFO 145 Radial, 45 NM fix.

5.7.2. Alternate NAVAID - CVG 077 Radial, 63 NM fix.

5.7.3. Plotting/relaying aircraft coordinates will only take place at the request of the On-scene Commander.

5.8. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures.

5.8.1. The Control tower notifies the following agencies upon receipt of an unscheduled emergency or crash locator beacon (ELT/Crash Position Locator) signal:

5.8.1.1. AM OPS begins an airfield search and keeps the Control Tower informed of its status.

5.8.1.2. Dayton Approach Control.

5.8.1.3. Indianapolis ARTCC.

5.8.2. Tower shall keep above agencies informed of changes in status of ELT/CPL signal.

5.9. Hung Ordnance Procedures.

5.9.1. Aircraft landing with hot/jammed weapons or unsafe ordnance shall inform the Control Tower of their weapon's status.

5.9.2. These aircraft shall be parked on a HAZMAT Pad (Pad 4 preferred) with the aircraft headed in a southwesterly direction, and in such a manner so as not to endanger operations on adjoining pads, until qualified personnel de-arm/save the weapon(s).

5.9.3. Avoid taxiing into an area or position that could threaten personnel or equipment.

5.10. Wind Limitations on Control Tower.

5.10.1. Patterson Control Tower is able to withstand wind (gusts and sustained) up to 88 Kts.

5.11. Evacuation of ATC and AM OPS Facilities.

5.11.1. Evacuation of Control Tower:

5.11.1.1. Control Tower Evacuation WITH Alternate Tower Operations: Alternate tower operations shall be established when the primary control tower is evacuated. The alternate tower is located in the Aero Club Hangar, Building 153, and is equipped with UHF/VHF transmitters and receivers, landline communications, FM transmitters and receivers and required publications. Alternate Tower frequencies are recorded but landlines are not. NAVAIDS are equipped with internal monitors.

5.11.1.2. Control Tower Evacuation WITHOUT Alternate Operations: When the control tower is evacuated for high winds/tornadoes, operations shall NOT be relocated to the alternate tower. Additionally, alternate tower operations shall not be established if the watch supervisor deems it unsafe.

5.11.2. Evacuation of AM OPS:

5.11.2.1. If AM OPS needs to evacuate, AM OPS will establish operations in Building 101 (on the Flight Line). AM OPS is capable of providing only limited service during Alternate AM OPS operations.

Chapter 6

OTHER EMERGENCY PROCEDURES AS LOCALLY DETERMINED (SFO, PRECAUTIONARY APPROACHES)

6.1. Overhead/Straight-In Simulated Flameout Approaches: Both the overhead (OH SFO) and the straight-in (SI SFO) simulated flameout approaches shall be conducted only between the hours of sunrise and sunset and during periods of low-density traffic (at the discretion of the Tower Watch Supervisor). To the maximum extent possible, SFOs shall be requested prior to 20 NM for Patterson Field due to the increased coordination required. In addition, SFOs may be disapproved or canceled because of traffic or for other reasons, either before or after the start of the maneuver. Approval of an SFO by the tower does not absolve the pilot from responsibility to comply with FAR subparts 91.111, 91.113, or any other subparts of FAR 91. Participating aircraft are considered to have canceled IFR upon communications transfer to tower.

6.1.1. Weather and Runway Requirements. Official reported weather at Patterson Field will be:

6.1.1.1. Ceiling: 11,000 feet or above for OH SFO and SI SFO or 1,000 feet above the requested altitude.

6.1.1.2. Visibility: At least 5 miles.

6.1.2. OH SFO Pattern Descriptions and Procedures (See [Attachment 8](#)).

6.1.2.1. High Key shall normally be flown at 10,000 feet MSL.

6.1.2.2. Low Key shall normally be flown at 4,000-6,000 feet MSL.

6.1.2.3. Airspeed shall normally be 200 to 250 KIAS, but may vary due to weight and aircraft configuration. Pilots requiring a speed in excess of 250 KIAS shall notify ATC prior to commencing the approach.

6.1.2.4. Mandatory reporting points: High Key and Low Key.

6.1.2.5. The OH SFO pattern shall be flown in the same direction as the normal overhead pattern.

6.1.3. SI SFO Pattern Descriptions and Procedures (See [Attachment 9](#)).

6.1.3.1. A SI SFO approach begins 10 miles from the runway and ends at the landing threshold.

6.1.3.2. The 8-mile SI SFO point is straight out from the approach end of the runway at 10,000 feet MSL.

6.1.3.3. The 5-mile SI SFO point is straight out from the approach end of the runway at 4,000 to 6,000 feet MSL.

6.1.3.4. SI SFO airspeed shall normally be 200 to 250 KIAS, but may vary due to weight and aircraft configuration. Pilots requiring a speed in excess of 250 KIAS shall notify ATC prior to commencing the approach.

6.1.3.5. If Dayton Approach traffic permits, SI SFOs can expect descent to 8,000 feet and vectors to the 8-mile reporting point. Dayton Approach shall coordinate with tower for SI SFO approval. Tower shall deny the approach if more than three aircraft are projected to be in the VFR pattern when the SI SFO will arrive, or if a safety issue is involved.

6.1.3.6. If tower approval is not received by 20 flying miles from the runway, expect descent to pattern altitude and sequencing with normal arriving traffic. If tower approval is received by the 20-mile point, expect a vector to a point 12-14 miles on final/dogleg, advise to proceed visually, and to contact tower. At this point, IFR flight plan cancellation is deemed to have occurred.

6.1.3.7. Communications transfer to tower must occur prior to commencing the SI SFO maneuver. After contact with tower, and prior to 8 miles on final, expect verbal approval for the SI SFO from Tower. If conditions develop which preclude the approach, expect to be sequenced by tower into the overhead pattern. If unable to communicate with tower, maintain 8,000 feet and VFR, fly towards the runway and contact Approach on last assigned Dayton Approach frequency.

6.1.3.8. Mandatory reporting points: Report 8-mile final and 5-mile final to tower. Expect low approach clearance at 5 miles. If clearance is not received by 3 miles on final, proceed straight ahead, maintain 500 feet above the overhead pattern altitude, and expect an overhead approach.

6.1.3.9. If tower does not have a visual or radar indicated position of the aircraft by 5-mile final, tower shall discontinue the SI SFO approach and give directions to sequence the aircraft into the overhead pattern.

6.1.3.10. Once the SI SFO aircraft is 8-mile final or closer, no arrival or departure aircraft shall be permitted in front of the SI SFO aircraft.

6.1.3.11. SFO maneuvers shall not be authorized unless flying units have an approved SFO Letter of Agreement (LOA) with the Control Tower.

6.1.3.12. Should traffic or other considerations preclude continuation of the SI-SFO at 6 DME, the Control Tower shall instruct the aircraft to abandon the approach and issue alternate instructions, coordinating with Dayton Approach Control as necessary.

6.1.4. Random Steep Approaches:

6.1.4.1. Random Steep Approaches will only be conducted between the hours of sunrise and sunset and during periods of low-density traffic (at the discretion of the Tower Watch Supervisor). To the maximum extent possible, Random Steeps shall be requested prior 20 NM for Patterson Field due to the increased coordination required. In addition, Random Steep Approaches may be disapproved or canceled because of traffic or for other reasons, either before or after the start of the maneuver.

6.1.4.2. From point alpha (point alpha is located on the FFO138 radial at 4.3 nm): Aircraft will turn out to the east and maneuver to point alpha climbing to 6,000 feet MSL. Once at point alpha, and cleared by tower to proceed, the aircraft will cross the runway at a 90° angle and execute a spiral flight path west of runway 23R/5L to intercept final. Aircraft may be instructed to hold at point alpha if necessary to allow sequencing with other traffic.

6.1.4.3. From initial: Aircraft will maneuver to initial while climbing to 6,000 feet MSL, and maintain 6,000 feet until over midfield. The aircraft will then spiral down in a direction appropriate for the landing runway, i.e., west of the airfield if making an approach to runway 23R/05L, and turn to intercept final.

6.1.4.4. Via Straight-in: Aircraft will maneuver to a 7 NM final. The aircraft will execute the steep straight-in from 6,000 feet MSL and approximately 6 NM from the runway threshold (See [Attachment 10](#)).

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Service.

7.1.1. AM OPS is equipped with the FAA Aeronautical Information System – Replacement (AIS-R) worldwide telecommunications system.

7.1.2. With AIS-R functional, AM OPS assumes all flight following and flight plan (FP) transmission duties and responsibilities.

7.1.3. IFR FPs, flight notification, en route change of destination, and other relevant messages are sent from AM OPS via AIS-R directly to appropriate ATC facilities, FAA Flight Service Stations (FSS), military Airfield Management Operations offices, and other interested agencies.

7.2. Military Pilots.

7.2.1. FPs are filed by the pilot in AM OPS.

7.2.2. 445 AW pilots may file FPs via electronic means from their operations office for disposition of original FP see **para 7.4.**

7.2.3. Transient pilots attach flight orders to the FP or show a copy to AM OPS personnel on request.

7.3. Aero Club and Private Owner Pilots Based at WPAFB.

7.3.1. FPs are filed at the Aero Club to AM OPS through electronic means for disposition of original FP see **para 7.4.**

7.3.2. When the Aero Club is closed, FPs for Aero Club departures are filed with AM OPS and are pre-signed by the club manager/assistant manager.

7.3.3. Weather briefings may be obtained via the WPAFB Base Weather Station, a FAA FSS, or FAA Direct User Access Terminal (DUAT).

7.3.4. Pilots departing WPAFB on cross-country VFR flights open their FP with AM OPS on PTD frequency after departure. To ensure standardization and enable AM OPS to properly process FPs, the following definitions apply:

7.3.4.1. Aero Club Local Flying Area. A 25 NM radius of WPAFB for student pilots and 50 NM radius for others.

7.3.4.2. Local Flight. A flight that departs WPAFB, remains in the Aero Club local flying area, and returns to WPAFB. Practice approaches and landings (ground time not exceeding one hour) are permitted at other airports in the local flying area.

7.3.4.3. Round Robin Flight. A flight departing WPAFB, flying between designated checkpoints (including points outside the Aero Club local flying area), and returning to WPAFB. Practice approaches and landings (ground time not exceeding one hour) are permitted at en route airports.

7.3.4.4. Stopover Cross-Country Flight. A flight departing WPAFB and landing at one or more airports en route to a final destination which may or may not be WPAFB.

7.3.4.5. Straight Cross-Country Flight. A flight departing WPAFB and flying to another airport WITHOUT intermediate stops en route.

7.3.5. Aero Club pilots list in FP remarks, any airport where full-stop landings are to be made on local or round robin flights.

7.3.6. Aero Club Flight Approval. Flight approval for Aero Club aircraft shall be accomplished according to applicable portions of AFMAN 34-232 *Aero Club Operations*, AFI 11-202V3 *General Flight Rules*, 88 MSG/SVBA SOP, this instruction, and current agreements between Airfield Management and the Aero Club.

7.3.7. Aero Club and private owner pilots based at WPAFB may open or close VFR FPs with AM OPS on PTD Frequency when flying between WPAFB and airports within a 50 NM radius (when possible, before departing WPAFB, the pilot relays to AM OPS his/her intention to close the FP with AM OPS).

7.4. Flying units filing FPs electronically with AM OPS must retain original FP documentation IAW AFMAN 37-139, *Records Disposition Schedule*.

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB) Membership.

- 8.1.1. 88th Air Base Wing (88 ABW/CV, Board Chairperson).
- 8.1.2. 445th Airlift Wing (445 AW).
- 8.1.3. 47th Airlift Flight (47 ALF).
- 8.1.4. NAOC.
- 8.1.5. Det 3-USAF CAP.
- 8.1.6. Aero Club (88 SPTG/SVBA).
- 8.1.7. Flight Safety (ASC/SEF).
- 8.1.8. Control Tower (88 OSS/OSAT).
- 8.1.9. Terminal Instrument Procedures Specialist (TERPS).
- 8.1.10. Chief, Airfield Management (88 OSS/OSAM).
- 8.1.11. Operations Support Squadron Commander (88 OSS/CC).
- 8.1.12. Base Weather (88 WS/WEB).
- 8.1.13. Dayton Approach Control (FAA).
- 8.1.14. 88th Communications Group (88 CG).
- 8.1.15. Civil Engineer Directorate (88 ABW/CE).
- 8.1.16. Wing Stan Eval (when assigned).
- 8.1.17. 178th Fighter Wing (178 FW).
- 8.1.18. Commander, Airfield Operations Flight (AOF/CC).

8.2. **Table 8.1.** shows items the AOB must review annually IAW AFI 13-204, Air Traffic Control.

Table 8.1. AOB Annual Review Items.

Item	Review Month	Item	Review Month
Airspace, NOTAM and Weather System Reliability	1st Quarter	OPlan Taskings	1st Quarter
ATC/Flying Procedures and Alternate Tower	3rd Quarter	AICUZ Annual Waiver Package	2nd Quarter
Applicable Base Instructions	1st Quarter	Local Aircraft Priority Procedures	3rd Quarter
Letters of Agreement and Mid Air Collision Avoidance (MACA)	1st Quarter	Parking Plan	1st Quarter
Terminal Instrument Procedures (TERPS)	2nd Quarter		
Operation Letters	1st Quarter		

8.3. Notice to Airmen (NOTAM) Procedures.

8.3.1. The Control Tower is designated as the primary NOTAM/NAVAID monitor facility for ATCALS equipment and is responsible for notifying AM OPS of any ATCALS equipment outages.

8.4. FLIP Accounts, Procedures for Requesting Changes.

8.4.1. Instrument Approach Procedures (IAP), non-procedural changes, and changes to other DoD FLIP shall be made by the Airfield Management office.

8.4.2. IAP procedural changes shall be made by the HQ AFMC Terminal Instrument Procedures (TERPS) specialist through the AOF/CC.

8.5. Waivers to Airfield/Airspace Criteria.

8.5.1. Airfield waivers, including construction waivers, shall be coordinated with the CAM.

8.5.2. Airspace waivers shall be coordinated through AOF/CC.

8.6. Prior Permission Requested (PPR) Procedures.

8.6.1. When the airfield is under PPR restriction, AM OPS shall send the appropriate NOTAM, issue/log requested flight crew PPR approval, and monitor the PPR program for flight crew abuses.

8.6.2. Locally assigned flight crews are exempt from obtaining PPR numbers but are still constrained to abide by airfield restrictions/events that generate PPR.

8.7. Arriving Air Evac Notification.

8.7.1. For arriving AIREVAC/MEDEVAC aircraft, the Control Tower makes a single landline notification to AM OPS at or before 10 NM from the runway. All subsequent coordination is done by AM OPS.

8.8. Unscheduled Aircraft Arrivals.

8.8.1. AM OPS shall obtain and log required flight data from crews of military aircraft that arrive without prior notification.

8.8.2. Civil aircraft that land without prior authorization from AM OPS shall be handled IAW WPAFB Plan 60, *Preventing and Resisting Aircraft Piracy*.

8.9. Distinguished Visitor Notification Procedures.

8.9.1. When requested by AM OPS, the Control Tower makes a single landline notification to AM OPS of VIP aircraft at or before 10 NM from the runway. All subsequent notification is done by AM OPS.

8.10. Wear of Hats.

8.10.1. The ramp, taxiways, runways, and surrounding area within the flightline are designated as a "No Hat" area.

8.10.2. Military customs and courtesies still apply and saluting is required as appropriate.

8.11. Local Aircraft Priorities.

8.11.1. Runway priorities set by FAR 91, FAAO 7110.65 and this instruction are:

8.11.1.1. Aircraft in distress.

8.11.1.2. Lifeguard, and on request, AIREVAC/MEDEVAC aircraft. Note: Use of an AIREVAC/MEDEVAC call sign by C-21 aircraft constitutes a request for operational priority.

8.11.1.3. Search and Rescue (SAR) aircraft.

8.11.1.4. United States Presidential aircraft.

8.11.1.5. Flight Check aircraft.

8.11.1.6. Aircraft with code-name NIGHT WATCH/NAOC when requested.

8.11.1.7. Aircraft with code-name FLYNET.

8.11.1.8. Aircraft with code-name GARDEN PLOT when authorized by CARF.

8.11.1.9. Aircraft with code-name SAMP.

8.11.1.10. Interceptor aircraft on an active air defense mission.

8.11.1.11. Special Air Mission aircraft when SCOOT is indicated on the FP.

8.11.1.12. TEAL and NAOC mission aircraft.

8.11.1.13. IFR aircraft have priority over SVFR aircraft.

8.11.1.14. Aircraft with call sign OPEN SKIES.

8.11.1.15. Military aircraft on Tanker Airlift Control Center (TACC) missions, Joint Operational Support Airlift Command (JOSAC) missions, Special Air Missions (SAM) or contingency operations.

8.11.1.16. Hurricane Evacuation (HUREVAC) aircraft.

8.11.1.17. Military aircraft on training missions.

8.11.1.18. Aircraft not listed above are handled on a "first come, first served" basis according to FAAO 7110.65.

8.12. Lost Communications Instructions.

8.12.1. Radio failures are treated as emergencies unless the pilot has signaled that radio failure is the only problem, using procedures in the FLIP Flight Information Handbook. The Control Tower is able to give landing instructions on all appropriate frequencies and by light gun signals.

8.13. Standard Climb-Out Instructions.

8.13.1. The standard climb out for initial IFR departures is "Fly runway heading, maintain 3,000" unless otherwise directed by ATC.

8.13.2. The standard climb out for multiple instrument approaches is "Turn left/right (as appropriate) heading 140, maintain 4,000" or as instructed by ATC.

8.13.3. Tower shall amend climb out for departing aircraft to "Maintain at or below 2,300 until departure end" when the overhead pattern is in use.

8.14. Opposite Direction Take-Offs and Landings.

8.14.1. Dayton Approach Control will request opposite direction arrivals from Patterson Control Tower. Patterson Tower will approve/deny the maneuver traffic permitting. The preceding aircraft must begin takeoff roll (for departures) or cross landing threshold (for arrivals) prior to succeeding aircraft reaches 7 NM to the runway.

8.14.2. Patterson Control Tower will request opposite direction departures from Dayton Approach Control. Dayton will approve/deny the maneuver based on their traffic conditions. The preceding aircraft must begin takeoff roll (for departures) or cross landing threshold (for arrivals) prior to succeeding aircraft reaches 7 NM to the runway.

8.14.3. Opposite direction operations for VFR aircraft are approved/disapproved by the Control Tower and conducted in accordance with FAAO 7110.65.

8.15. Breakout/Go Around/Missed Approach Procedures.

8.15.1. Breakout/Go Around instructions will be issued by ATC.

8.15.2. Missed Approach procedures shall be IAW Published Instrument Approach Procedures located within each Flight Information Publication.

8.16. Variable Winds.

8.16.1. The issuance of variable winds to base assigned aircraft is waived for reduced verbiage and operational advantage IAW AFI 13-203IC.

8.17. Civil Aircraft Operations.

8.17.1. The 88 OSS/CC or designated representative is the approving authority for WPAFB Civil Landing Permits.

8.17.2. Civil aircraft require prior permission from AM OPS and an approved Civil Landing Permit to land at WPAFB.

8.17.3. Pilots must notify AM OPS 24 hours prior to landing at WPAFB.

8.17.4. AM OPS coordinates with the Control Tower not more than 30 minutes prior to ETA on known inbound civil aircraft authorized to land at WPAFB.

8.17.5. The Control Tower may allow the following civil aircraft to land without prior AM OPS coordination:

8.17.5.1. WPAFB Aero Club aircraft.

8.17.5.2. Specific civil aircraft identified to the Control Tower in a memorandum or written agreement.

8.17.6. When the Control Tower is contacted by a civil aircraft requesting to land but has no known landing approval, the Control Tower gives landing instructions and/or advisories and immediately tells AM OPS, who determines if landing is authorized.

8.17.7. If unable to determine approval status, AM OPS shall request that the aircraft contact them on Pilot-To-Dispatch (PTD) frequency (122.85 MHz).

8.17.8. If impractical, the Control Tower may be requested to query the pilot if a valid DD Form 2401, Civil Aircraft Landing Permit, is aboard the aircraft.

8.17.9. If an affirmative reply is received from the aircraft, the Control Tower issues landing clearance and informs AM OPS.

8.17.10. If the aircraft gives a negative reply, the Control Tower instructs the aircraft: "The Airfield Operations Officer denies your request to land unless an emergency situation exists."

8.17.11. If the pilot insists on landing, the Control Tower issues landing clearance and immediately informs AM OPS.

8.17.12. AM OPS shall ensure the aircraft is parked on a remote location on the airfield until Airfield Management and Security Forces personnel meet the aircraft to ascertain its status, ensure airfield security is not threatened, and determine the reason for the landing.

8.18. Civil Use of Military NAVAIDS.

8.18.1. Transient civil aircraft without a valid Civil Aircraft Landing Permit may use WPAFB NAVAIDS and Control Tower services for practice approach/training purposes.

8.18.2. These aircraft are handled as routine traffic, restricted to low approach only and approved on a noninterference basis.

8.19. Aero Club Operations.

8.19.1. Aero Club VFR Arrivals (See [Attachment 5](#)).

8.19.1.1. Contact the Control Tower prior to entering Class D airspace.

8.19.1.2. Unless otherwise approved/directed by the Control Tower or Dayton Approach Control, cross Point Alpha at 2,000 feet MSL.

8.19.1.2.1. Point Alpha is the kiln complex 2.5 NM southeast of Fairborn on the FFO 138 degrees radial, 4.3 NM fix.

8.19.1.3. Proceed direct to the downwind leg for the appropriate runway, descending to 1,800 feet MSL.

8.19.2. Aero Club VFR Departures:

8.19.2.1. Aero Club aircraft may turn out of traffic upon reaching 1,300 feet MSL when approved/directed by the Control Tower.

8.19.2.2. Aero Club VFR departures not penetrating Class C airspace shall fly a ground track of 180 degrees to depart Class D airspace to the south and climb to 2,500 feet MSL.

8.19.2.3. Aircraft are not required to report leaving Class D airspace.

8.20. Weather Dissemination and Coordination Procedures.

8.20.1. Hazardous/Severe Weather Notification Procedures; Lightning Response shall be IAW WPAFBI 15-101.

8.21. Airfield Snow Removal Operations.

8.21.1. The Supervisor of Patterson Field Pavements and Equipment (88 ABW/CEMPE) or a representative, is the Snow Removal Operations Supervisor (SROS) and conducts airfield snow and ice removal according to the 88 ABW Snow and Ice Control Plan, current airfield operational needs, existing weather conditions, and available equipment. The SROS shall:

8.21.1.1. Maintain communication at all times with the Control Tower, the Airfield Snow Removal Crew Leader, and snow removal vehicles.

8.21.1.2. Keep a correct log of vehicles on the runway.

8.21.1.3. Report to the Control Tower when all snow removal vehicles are off the runway.

8.21.1.4. Brief vehicle operators on runway entering/exiting procedures.

8.21.1.5. Tell the Control Tower when SROS changes.

8.21.1.6. Advise the Control Tower when snow removal operations are suspended/terminated.

8.21.2. Control Tower:

8.21.2.1. Requests Dayton Approach Control provide a 15 mile from landing advisory on all WPAFB arrival aircraft, and in turn, relays this promptly to the SROS.

8.21.2.2. Advises the SROS of all departing aircraft just before they taxi.

8.21.3. Snow Removal Vehicle Operators:

8.21.3.1. Keep a listening watch on the Control Tower Talk Group for essential information relating to the runway.

8.21.3.2. In case of radio failure, vehicle operators shall inform the SROS immediately. SROS shall coordinate with the Control Tower for removal of the vehicle from the movement area and taxiways until radio communication can be reestablished with the Control Tower.

8.21.4. CAM, or a representative:

8.21.4.1. Coordinates with base flying units concerning any interruption of flying operations necessitated by runway snow and ice removal activity.

8.21.4.2. Relays to the Control Tower and AM OPS the current RSC or RCR to include, blocked/closed taxiway/runways (if any), and location of windrows.

8.21.4.3. Make runway, taxiway, and aircraft parking ramp safety inspections, as snow or ice conditions require.

8.21.5. Closing of RWY 5R/23L during snow removal operations:

8.21.6. When airfield snow removal is in progress and RWY 5R/23L is CLOSED, snow removal vehicles may cross RWY 5R/23L without Control Tower authorization provided the following is accomplished:

8.21.6.1. SROS coordinates with Airfield Management to close RWY 5R/23L, as necessary.

8.21.6.2. SROS contacts the Control Tower to confirm that Runway 5R/23L is closed and advises the Control Tower that vehicles will be crossing the closed RWY 5R/23L as snow removal activity necessitates.

8.22. Bird/Wildlife Control - Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines.

8.22.1. Organizational efforts shall be combined to provide a base program designed to minimize or eliminate aircraft exposure to potentially hazardous bird and wildlife strikes around Wright-Patterson AFB. The bird hazards to ground and flying operations are so varied that no single solution exists to the problem. A combined effort by all concerned is the only sure way of minimizing the hazards and finding solutions to problems as they arise. WPAFB Plan 91-212 establishes a BASH program for Wright-Patterson AFB and is designed to minimize aircraft exposure to harmful effects of bird and wildlife.

8.23. Bird Watch Conditions (BWC) - locally established BWC.

8.23.1. BWC are provided to indicate the level of activity around Wright-Patterson AFB, estimate the hazard, and allow aircrews and flying units to implement their internal BASH procedures. BWCs are based on continuous bird activity lasting for more than one minute. Large birds are considered any bird that appears or is known to weigh more than 4 pounds each. Small birds are all other birds. Conditions are defined as follows:

8.23.1.1. Bird Watch Conditions LOW. Unless specifically notified of moderate or severe conditions, all agencies should assume a low condition is in effect.

8.23.1.1.1. Definition. Normal bird activity on and above the airfield with minimal bird hazard.

8.23.1.1.2. Actions required. Post condition in AM OPS.

8.23.1.2. Bird Watch Conditions MODERATE. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

8.23.1.2.1. Definition. Either of the following:

8.23.1.2.1.1. Concentration of 3-5 large birds or 15-20 small birds on or above the runways, in the approach/departure areas, in areas that are likely to infringe on aircraft flight paths, or in areas that may represent an increased potential for strike.

8.23.1.2.1.2. Concentration of 5-20 large birds or 20-30 small birds on or in close proximity to taxiways and areas inside the airfield fence.

8.23.1.2.2. Actions required. Post condition in AM OPS, notify appropriate agencies.

8.23.1.3. Bird Watch Conditions SEVERE. Aircrews and supervisors must thoroughly evaluate mission needs before operating in areas under this condition. Aircraft operations shall be restricted to one approach to a full stop landing except for emergency or military operational necessity aircraft, which shall be given priority.

8.23.1.3.1. Definition. Either of the following:

8.23.1.3.1.1. Any large bird(s) on the runway.

8.23.1.3.1.2. Concentration of more than 5 large birds or more than 20 small birds on or above the runways, in the approach/departure areas, in areas that are likely to infringe on aircraft flight paths.

8.23.1.3.1.3. Concentration of more than 20 large or 30 small birds on taxiways or inside the airfield fence that represent an immediate hazard to safe flying operations.

8.23.1.3.2. Actions required. Post condition in AM Ops, notify the appropriate agencies and activate the animal control team.

8.23.2. Elevating/Lowering BWC.

8.23.2.1. Any credible source may raise the BWC. (i.e. Safety, Control Tower Watch Supervisor, Barrier Maintenance...).

8.23.2.2. Only the CAM or designated representative may downgrade the BWC.

8.23.3. Bird Watch Alert: Weather, time of day, and seasonal conditions that make an influx of birds onto the airfield likely.

8.24. Supervisor of Flying (SOF) Operating from the Tower.

8.24.1. The 47 ALF, 445 AW and deployed hurricane evacuation units each have SOF programs that are only responsible for their own flying activity. SOF responsibilities and interface with other tenant units and the 88th Operations Support Squadron are as follows:

8.24.1.1. Units administer their own SOF programs from vehicles or the Control Tower after coordinating and receiving approval from the Control Tower Watch Supervisor.

8.24.1.2. SOFs are responsible for the conduct of their unit's flying activities.

8.24.1.3. When advice is extremely technical or when the SOF feels that relay of information by the controller could cause an unacceptable delay, the SOF coordinates with the ATC facility Watch-Supervisor or Senior Controller for permission to transmit directly to the affected aircraft. Limit instructions to preventing a mishap.

8.24.1.4. The SOF must not perform ATC functions or transmit ATC instructions or clearances to an aircraft. A person who commandeers an ATC frequency assumes responsibility for separation of aircraft.

8.24.1.5. SOFs or other unit representatives provide assistance during transient aircraft emergencies upon request of AM OPS.

8.24.1.6. SOFs shall have no responsibilities to other flying units unless specifically requested to render assistance by AM OPS, or the commander/representative of another unit.

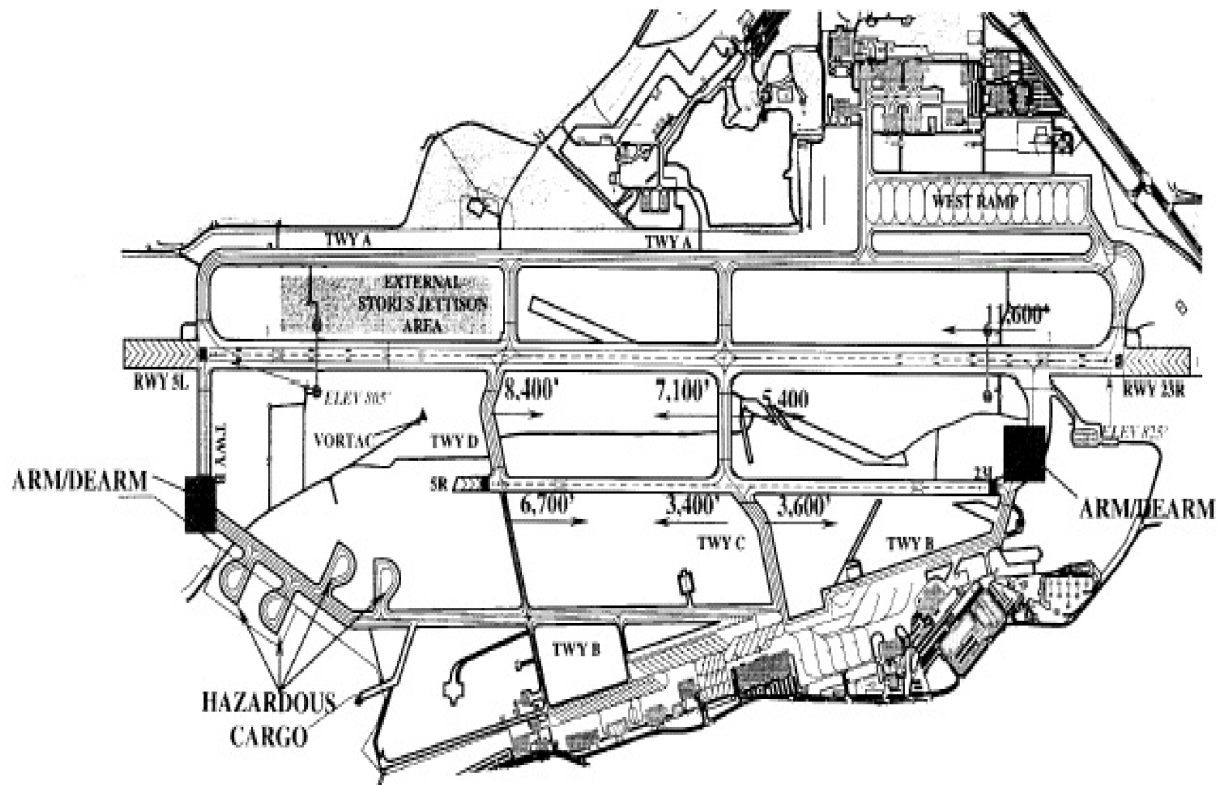
8.25. Taking of Photographs.

8.25.1. AM OPS is the approval authority for all airfield photography.

MICHAEL J. BELZIL, Colonel, USAF
Commander

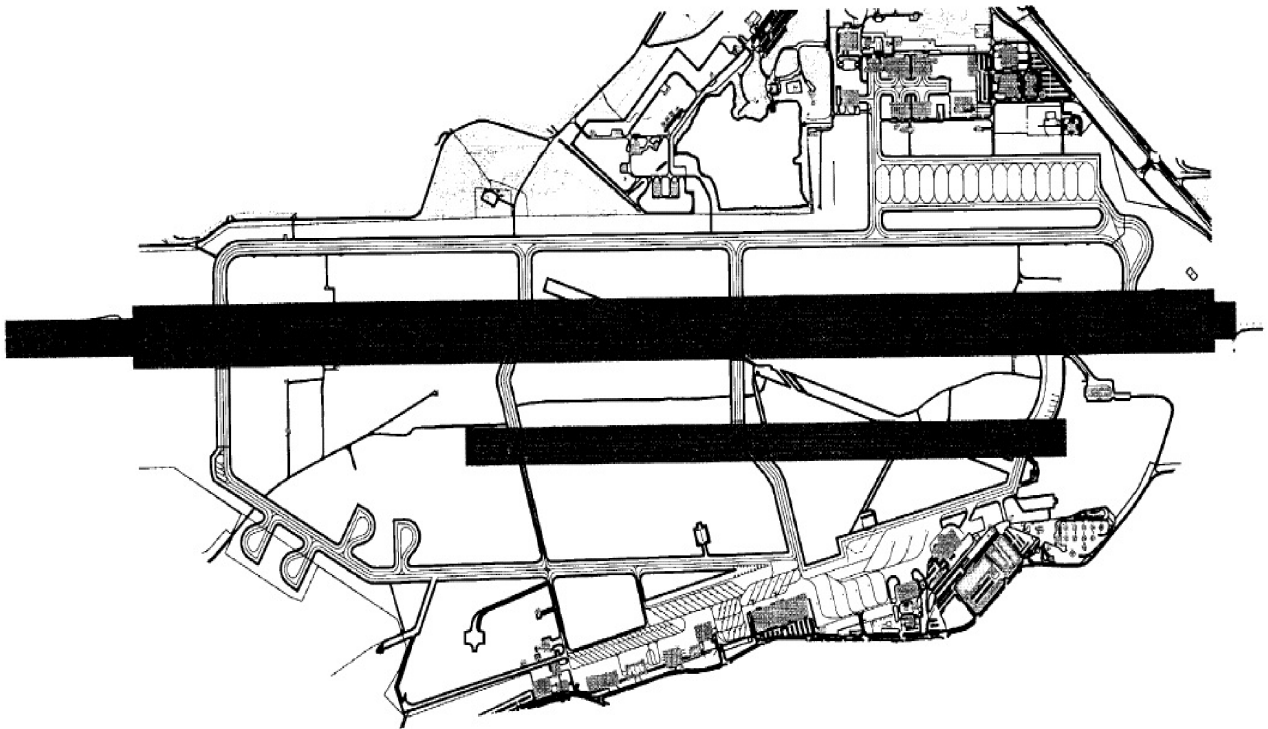
Attachment 1

AIRFIELD DIAGRAM



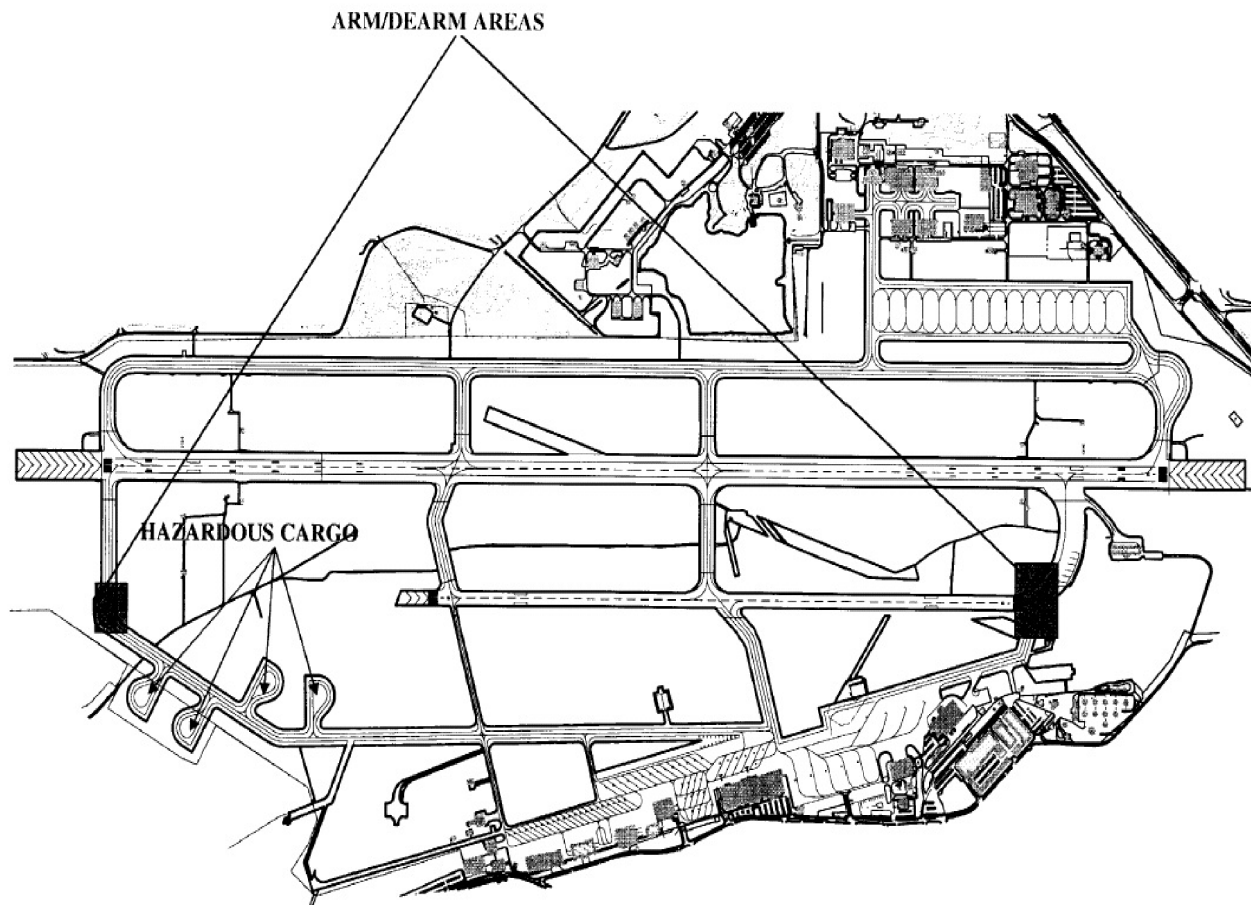
Attachment 2

CONTROLLED MOVEMENTS AREA



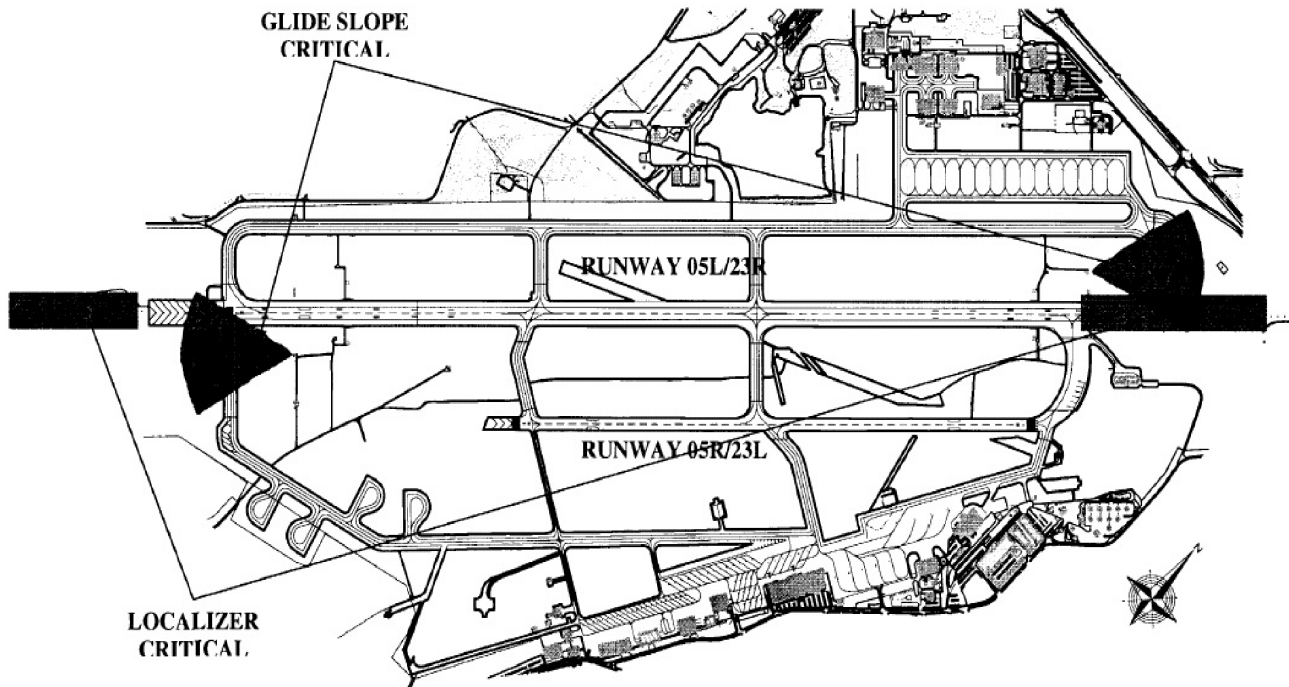
Attachment 3

ARM/DEARM AND HOT/JAMMED WEAPONS AREA



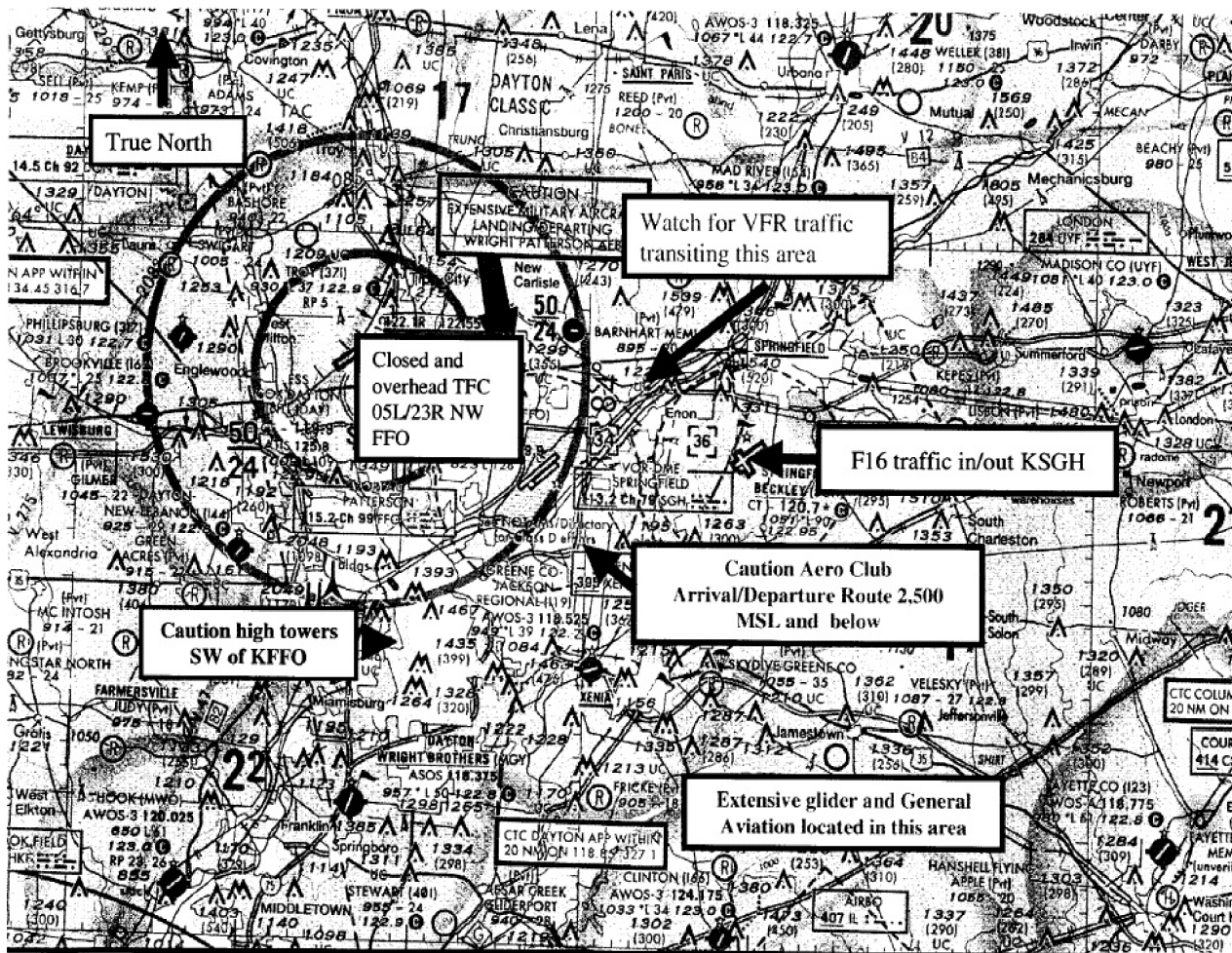
Attachment 4

ILS GLIDESLOPE AND LOCALIZER CRITICAL AREAS



Attachment 5

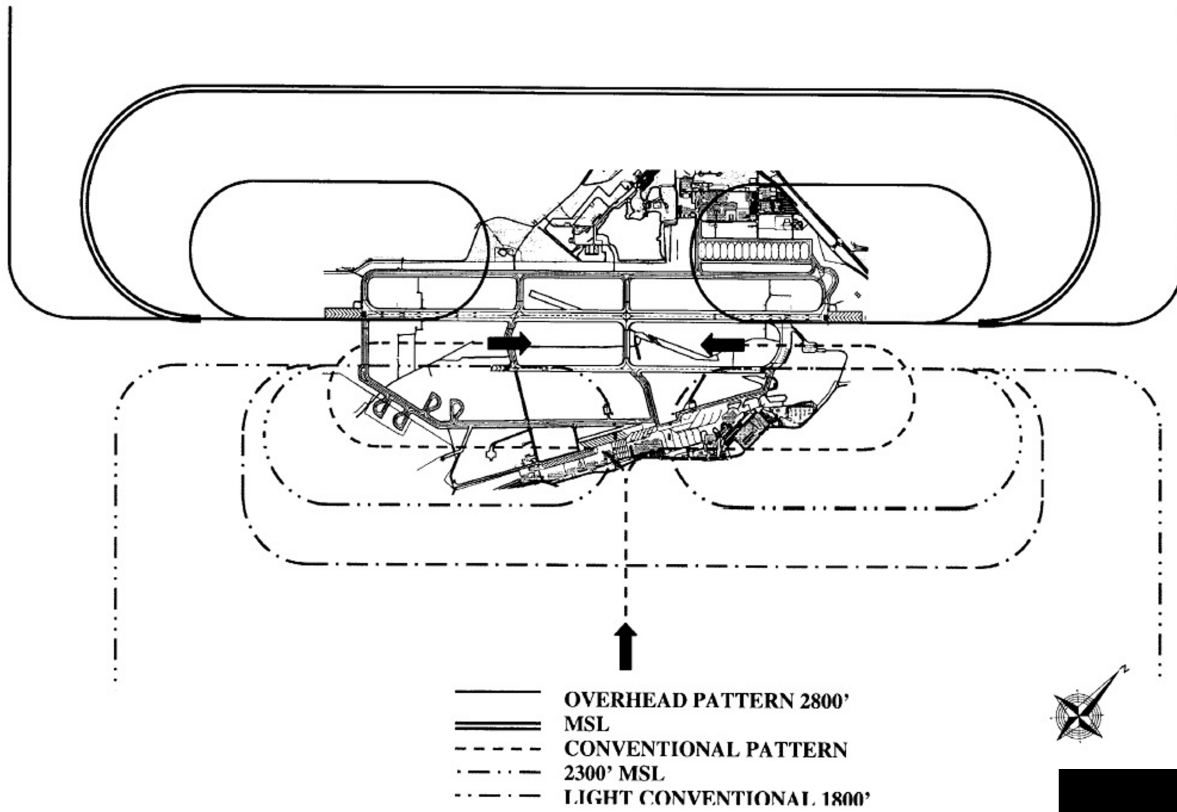
LOCAL FLYING AREAS/DESIGNATION OF AIRSPACE



Attachment 6

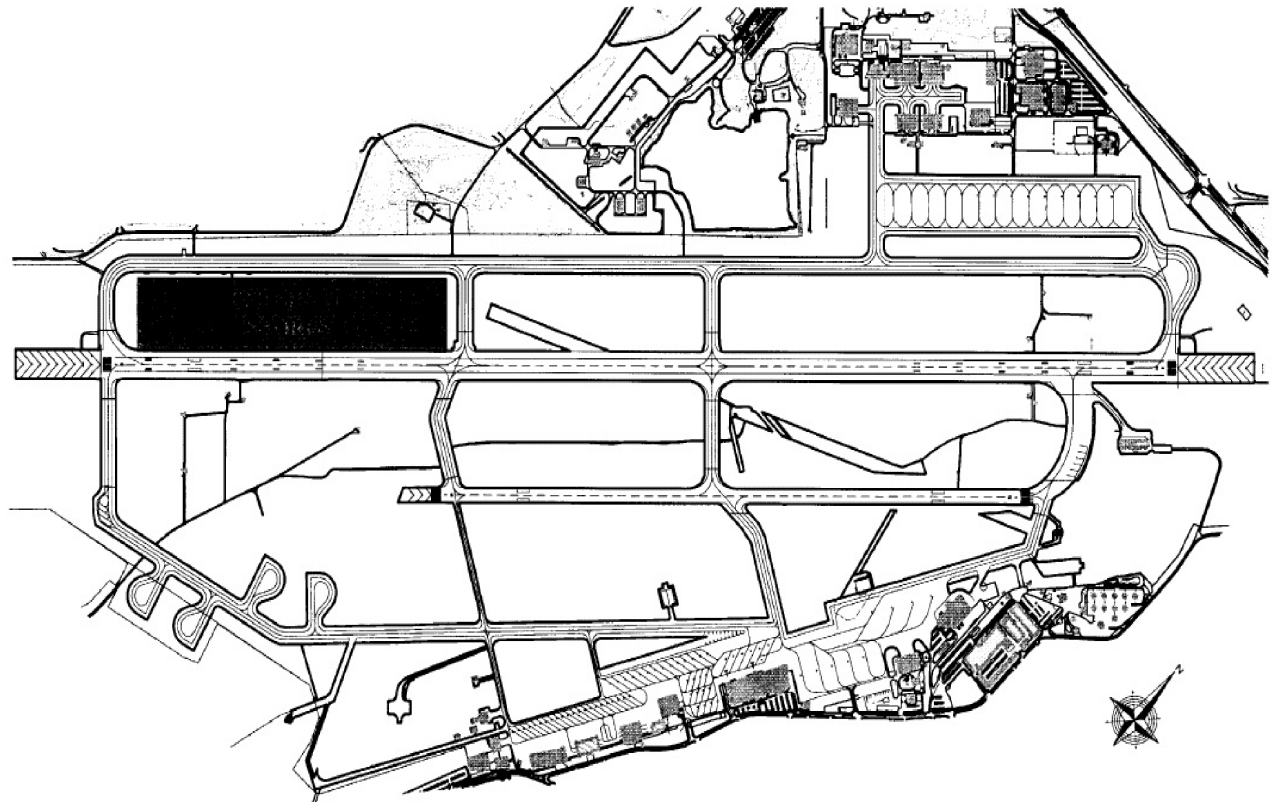
TRAFFIC PATTERNS

TRAFFIC PATTERNS



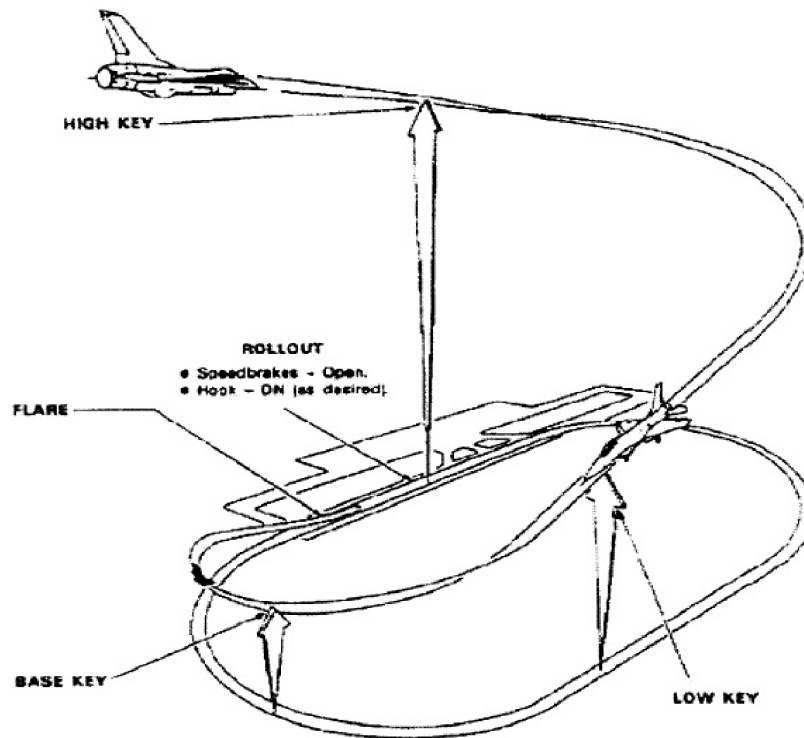
Attachment 7

EXTERNAL STORES JETTISON



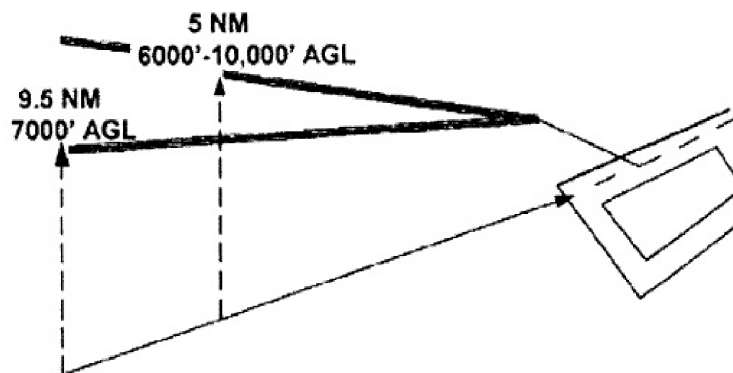
Attachment 8

SIMULATED FLAMEOUT PATTERN



Attachment 9

STRAIGHT IN SIMULATED FLAMEOUT PATTERN



Attachment 10

STRAIGHT IN RANDOM STEEP APPROACH

